

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
January 8, 2003
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Terry Ellis, Peoria, Chairman
Mike Hutchinson, Mesa, Vice Chairman
George Hoffman, Apache Junction
Todd Hileman, Avondale
*Joe Blanton, Buckeye
*Jon Pearson, Carefree
*Usama Abujbarah, Cave Creek
Donna Dreska, Chandler
Stuart Brackney, El Mirage
*Tim Pickering, Fountain Hills
David Evertsen, Gila Bend
*Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Terry Zerkle for Ed Beasley, Glendale
*Stephen Cleveland, Goodyear
Tom Morales, Guadalupe
Horatio Skeete, Litchfield Park

Tom Martinsen, Paradise Valley
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
*Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jan Dolan, Scottsdale
Bill Pupo, Surprise
Shannon Wilhelmsen for Will Manley, Tempe
Reyes Medrano for Ralph Velez, Tolleson
Shane Dille, Wickenburg
*Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, ADOT
Mike Sabatini for David Smith,
Maricopa County
Bryan Jungwirth for Ken Driggs,
Valley Metro/RPTA

*Those members neither present nor represented by proxy.

Participated by videoconference or telephone conference call.

1. Call to Order

The meeting was called to order by Chairman Terry Ellis, Peoria, at 12:05 p.m.

2. Pledge of Allegiance

A moment of silence was observed in memory of Mike McNulty, who passed away recently. Mr. McNulty had served as a manager in Williams, Peoria, and Apache Junction. Chairman Ellis stated that Mr. McNulty was a gentleman and a credit to the city manager profession.

The Pledge of Allegiance was recited.

Chairman Ellis stated that transit tickets were available following the meeting from Valley Metro/RPTA. Parking validation was available from MAG staff for those that parked in the parking garage.

Chairman Ellis announced that George Hoffman, who was serving as the Interim City Manager for Apache Junction, has been confirmed as City Manager.

Chairman Ellis announced that Shane Dille, former Town Manager for Gila Bend, is now the Town Manager for Wickenburg.

Chairman Ellis introduced and welcomed David Evertsen, new Town Manager for Gila Bend. He noted that Mr. Evertsen graduated from the University of Kansas and Peoria High School.

3. Call to the Audience

Chairman Ellis stated that public comments have a three minute time limit and there is a timer to help the public with their presentations. When two minutes have elapsed, a yellow light will come on notifying the speaker that they have one minute to sum up. At the end of the three minute time period, a red light will come on. Chairman Ellis stated that for members of the audience who wish to speak, comment cards are available from the staff. Staff will then bring the cards to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items.

Chairman Ellis recognized public comment from DD Barker, who thanked all for being gracious to the Ohioans attending the Fiesta Bowl. She noted that she was happy with the victory, because she attended Ohio State. Ms. Barker stated that if we don't watch out where we are going, we just might get there. She stated that the transportation and air quality plans are melded into one big pot. Ms. Barker stated that \$34 million for rubberized asphalt is nice to do, but in regard to the amount—is it the right thing to do? She noted that Sky Harbor Airport is replacing asphalt and replacing it with concrete because it lasts longer. Ms. Barker stated that Phoenix hired one consultant for an air quality evaluation on the runway issue, then hired another, who said there would be no air quality impacts. She stated that Phoenix went with the finding of the consultant who said there would be no impacts. Ms. Barker commented on the editorial in The Arizona Republic from Dianne Post on rubberized asphalt. She stated that she completely understood the feelings of citizens who live with freeway noise. However, that need pales in comparison with human services needs. She stated that Dennis Smith was quoted as saying the money would be difficult to move. Doug Nintzel, ADOT, indicated that MAG and ADOT have reprioritized the future of projects. She asked if rubberized asphalt had been through the Work Program? Chairman Ellis thanked Ms. Barker for her comments.

Chairman Ellis recognized public comment from Joe Ryan, who commented on strategic issues. He brought a document of his comments that was distributed to everyone at the meeting. Mr. Ryan referred to paragraph three, which described revenue and non-revenue bus hours. He stated that the non-revenue hours do not reflect an efficient operation, and added that there is no cost improvement program in place to solve this. Mr. Ryan commented on safety issues. He stated that last year, fixed route vehicles were involved in 330 accidents—more than six accidents per week. Mr. Ryan asked what happens when a trolley has an accident? Those cars behind the accident cause a big tie up. Mr. Ryan commented on fare box issues. He stated that \$1 billion spent on the trolley in the downtown area is a bad investment. Those citizens in faster growing cities need to go downtown for events, etc., and need rapid transit to do this. Mr. Ryan stated that new ways to move people need examination. Chairman Ellis thanked Mr. Ryan for his comments.

4. Interim Executive Director's Report

Dennis Smith stated that the Arizona Department of Environmental Quality has awarded MAG and Quest Communications \$2.5 million to jointly operate a community emergency notification system for the MAG region. This system will rapidly notify those living or working near the scene of an emergency with information and required emergency instructions. Mr. Smith added that the Management Committee and Regional Council have already authorized acceptance of the funds. He noted that the City of Phoenix, as the contracting agent for the 911 system, will work with those cities that already have notification systems in place.

Mr. Smith stated that for two years in a row, no audit findings have been received on MAG's financial audit or for the single audit. He stated that for the fourth year in a row, MAG has received the Government Finance Officers Award, which to MAG's knowledge, is one of two Councils of Governments that received the GOFA award this year, out of approximately 450 Councils of Governments.

Mr. Smith stated that the Regional Council retreat will be held January 10th at the MAG office. He mentioned that at the October Management Committee meeting, it was the consensus of the Management Committee to have their retreat follow the Regional Council retreat. Mr. Smith noted that if it is decided that a retreat of the Management Committee is needed, it could be an item for discussion on the February agenda.

Mr. Smith stated that on January 26-28th, MAG is hosting a meeting of the Four Corner COG Directors (Arizona, New Mexico, Colorado and Utah). This meeting will focus on TEA III Reauthorization and best planning practices.

Mr. Smith stated that the Town Hall will be held March 28th at the Black Canyon Conference Center. The focus of the Town Hall will be transportation. Mr. Smith stated that those serving the Steering Committee include Regional Council members, Mayor Wendy Feldman Kerr, Mayor Boyd Dunn, Mayor Joan Shafer; Management Committee member Stephen Cleveland; Past Arizona House Representative Dean Cooley; Evelyn Casuga, APS; and Valerie Manning, President, Greater Phoenix Chamber of Commerce

Mr. Smith stated that at the December 18th Transportation Policy Committee meeting, a series of policy questions were discussed. The policy issues included whether the half cent sales extension would be county by county or statewide, and the return to sender concept. Mr. Smith stated that action is anticipated at the next TPC meeting on January 15th. He added that legislative strategy will be discussed at that meeting also, and a bill folder may be opened at the legislature.

Mr. Smith stated that ADOT is announcing the opening of a new freeway segment on the Red Mountain Freeway to Higley Road. The opening will take place on January 11th.

Chairman Ellis expressed his congratulations to staff on the GFOA award. He commented that eligibility is very high for this award.

5. Approval of Consent Agenda

Chairman Ellis asked if Committee members had questions or requests to remove an item for discussion. He stated that public comment is provided at the beginning of the meeting for action items on consent. Each speaker is provided with a total of three minutes to comment on the consent agenda. He noted that consent agenda items are now indicated by alphabetic item numbers 6A, 6B, 6C, 6D, and so on.

Chairman Ellis recognized public comment from Mr. Ryan, who stated that he handed out materials at the November 20, 2002 Management Committee meeting about how basic concepts are contrary to the strategies used by MAG planners. He referred to Exhibit II that shows how he thinks the infrastructure should look. He commented that downtown transit is decreasing, similar to other large cities around the world. When you need transportation to downtown from the suburbs, why put money into downtown-only transit? Mr. Ryan stated that buses are less expensive than trolleys. When conditions change, such as residential clusters, transit routes need to be changed also. You can do that easily with buses, but not with trolleys. Mr. Ryan suggested that discussions take place on where to put transportation. He noted that more than 30,000 people work at the airport, in addition to the many visitors, and there is a need for transit, specifically rapid transit. Hospitals are also good places to have transit because they operate 24 hours a day, seven days a week. Mr. Ryan suggested thinking in terms of radials to Apache Junction, Gila Bend, and Yuma. He commented on getting more high value assets and income, i.e., jobs, into the area. If you have a good transportation system, you get more out of state revenue. As the population grows, there will be more cars and 18 wheelers on the roadways. Mr. Ryan commented on having distribution centers located where desirable, but this issue consultants do not think about. He commented on TIP projects that make the state more profitable, building new roads like the 101, and having volume oriented backups. Mr. Ryan stated that MAG committees do not debate the comments made by citizens. Chairman Ellis thanked Mr. Ryan for his comments.

Chairman Ellis stated that agenda items #6A, #6B, #6C, #6D, and #6E were on the consent agenda.

Chairman Ellis requested a correction to the November 20, 2002 minutes. For his statement in Comments from the Committee agenda item, the sentence, "He stated that this could have implications for private wells, because they are not chlorinated," needed to be changed to "He stated that private wells and private water companies are sometimes not chlorinated." Chairman Ellis asked for a motion to recommend approval of the consent agenda items. Mr. Pupo moved to approve the consent agenda, Mr. Dille seconded, and the motion carried unanimously.

6A. Approval of November 20, 2002 Meeting Minutes

The Management Committee, by consent, approved the revised November 20, 2002 meeting minutes.

6B. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2003-2007 MAG Transportation Improvement Program. The amendment includes a request from Maricopa County to add a new FY 2003 federal aid bridge rehabilitation project to strengthen

the bridge at Maricopa County Route - 85 and the Agua Fria River. Also, the amendment includes the addition of \$34 million for rubberized asphalt paving projects to resurface sections of the freeway system and minor project revisions to existing TIP projects. This item was on the agenda for consultation.

6C. Amendment to the FY 2003-2007 MAG Transportation Improvement Program for Maricopa County Bridge Project

The Management Committee, by consent, recommended approval of an amendment to the FY 2003-2007 MAG Transportation Improvement Program to add \$ 1 million in FY 2003, for a Maricopa County Bridge Rehabilitation Project on MC-85 at the Agua Fria River. Recently, Maricopa County was notified that it had been awarded \$1 million in Federal Bridge Replacement and Rehabilitation Funds (BR) to make repairs to the bridge on MC-85 at the Agua Fria River. To implement this project, it is necessary to amend the FY 2003-2007 MAG Transportation Improvement Program to include this project in FY 2003 so that it may proceed to construction. Projects involving bridge rehabilitation are generally regarded as exempt for air quality purposes and the consultation for this item is considered as a separate agenda item. On December 10, 2002, the Transportation Review Committee recommended approval of this advancement.

6D. Red Letter Notification

In 1996, the Regional Council approved the Red Letter Process to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning and permits. The Arizona Department of Transportation received 62 notifications for the first six months of calendar year 2002, with three properties in or potentially in freeway right of way. Of the three, the first is 3.49 acres on the southeast corner of University Drive and Ellsworth Road, which is potentially in the right of way for the Red Mountain Freeway. The Red Letter notification was received from Maricopa County. The design of the University to Southern section of the Red Mountain Freeway has only recently been initiated. Both the property owner and Maricopa County were notified of the potential conflict and advised that it is possible that proposed local street improvements and/or the on- and off-ramps to the Red Mountain Freeway may be affected. The second property, the Edson Electric Warehouse, located at 2902 S. 44th Street, was reviewed for any potential impact to the Sky Harbor Expressway. It was determined that no potential impact to the Expressway was expected from the Warehouse. The City of Phoenix provided the Red Letter notification. The third property was the Spectrum development at Val Vista near the Santan Freeway. It was determined that two intersections of the development's circulation roads near the proposed Santan ramps should not be signalized, as that would create congestion problems for freeway traffic. The Town of Gilbert provided this Red Letter notification.

6E. 911 GIS Data Enhancement Project Consultant Selection Recommendation

The Management Committee, by consent, recommended that the City of Phoenix as the Contracting Agent for the MAG Enhanced 911 Emergency Telephone System, contract with Contact One, LLC to undertake the 911 GIS Data Enhancement Project, for an amount not to exceed \$145,200, with the payment for the tasks provided by the Arizona Department of Administration. In November, MAG advertised a Request for Proposals for the 911 GIS Data

Enhancement Project. The purpose of the project is to enhance data accuracy and completeness of the GIS data maintained by the Phoenix Fire Department for emergency services delivery and produce a synchronized GIS street centerline file and Master Street Address Guide for distribution to the 26 Public Safety Answering Points (PSAPs) in the MAG Region. This enhanced database will enable the PSAPs to locate wireless 911 callers. A multi-agency evaluation team reached a consensus that Contact One, LLC be selected to undertake the 911 GIS Data Enhancement Project for an amount not to exceed \$145,200. On December 17, 2002, the MAG 911 Oversight Team recommended that Contact One be selected.

7. Material Change to the State FY 2003-2007 Highway Construction Program and Amendment to the FY 2003-2007 MAG Transportation Improvement Program for Rubberized Asphalt

Paul Ward stated that MAG member agencies and ADOT have proposed changes to the current ADOT 2003-2007 Five Year Highway Construction program to implement a program of paving free ways with rubberized asphalt. He explained that the approximate \$34 million in funding will come from unallocated MAG federal funds, deferral of two projects and a reduction in the cost of one project. It is anticipated that the projects deferred and reduced will be allocated funding in future Transportation Improvement Programs. Mr. Ward stated that work is ongoing to examine the impact to park and ride lots. He stated that no payments will be deleted, at worst, repayment could be delayed one year. He reviewed the funding actions that will take place. Chairman Ellis thanked Mr. Ward and asked if there were questions.

Bryan Jungwirth stated that Valley Metro/RPTA is supportive of the amendment, however, they request that money to park and ride lots be restored as soon as possible. He commented that deferring payment impacts at least two of the three cities on the payback schedule.

Tom Martinsen asked about review of the change by the TRC. Mr. Ward replied that the change had been reviewed by the Intergovernmental Representatives and that the material on the change had been transmitted to TRC members. Eric Anderson stated that the material was sent to members, at which time they were asked if a special committee meeting would be needed. From feedback received, it was felt that because the Governor's press conference had already been held, it would be more appropriately handled by the Management Committee.

Mr. Martinsen asked if a technical review of the life cycle of rubberized asphalt had been done so we would not be getting into something that may be a long term maintenance issue. Chuck Eaton, ADOT, replied that ADOT is a leader in the nation in the use of rubberized asphalt. He indicated that rubberized asphalt will last ten to twelve years, and possibly 13. Mr. Eaton stated that this asphalt usage was started in the 1980's, and I-17 has had this surface for years. He commented that the asphalt will degrade somewhat, but has been used satisfactorily in the northern areas for more than ten years with their freeze/thaw conditions.

Mr. Martinsen asked if it made sense to use this asphalt throughout the entire system. He appreciated the residential areas where noise is an impact, but does it make sense to pave the industrial areas? Mr. Eaton replied that cost is an issue, and there is no funding available for the entire system. He commented on funding alternatives being considered, such as funds from the extension of the half cent sales tax. The idea was to identify residential receptors. Mr. Eaton stated that freeway noise is a quality of life issue, and there have been many complaints from citizens on this. There was positive feedback on the reduction in noise after US 60 and I-17

were surfaced with rubberized asphalt. Mr. Eaton stated that this project was begun as a rehabilitation project alternative. ADOT believes rubberized asphalt has noise benefits. They are working with FHWA by doing testing and monitoring to show the long term noise reduction benefits. Mr. Eaton stated that the citizens have spoken—they do not want noisy freeways.

Norris Nordvold expressed support for rubberized asphalt. He commented that Phoenix has two park and ride lots where payback may be delayed. Mr. Nordvold stated that this issue has value to move ahead of payback as a priority.

Mr. Pupo suggested that when the projects are shown regionwide, geographic locators be indicated. Mr. Smith stated that ADOT has drafted a map that shows where most of the complaints have been made.

Chairman Ellis recognized public comment from Donna Kruck from Arizona Bridge to Independent Living, an organization for people with disabilities. Ms. Kruck requested clarification whether it was construction or payback for park and ride lots was being delayed. Chairman Ellis noted that staff would assist Ms. Kruck if she had questions. Ms. Kruck stated that she had concerns with transit and the environment. She stated that she understood that certain pots of money can fund only certain types of projects. Ms. Kruck stated that quiet is good, but there are people who have a need for public transportation. She explained her concerns that rubberized asphalt could adversely affect rubber and latex sensitivities. Ms. Kruck asked if research had been done on how this could affect people. She stated that she had no evidence that this would happen, just a concern. Mr. Kruck indicated that a doctor had said the rubber sensitivities were increasing because there are more rubber tires in use. She urged that health issues be explored before spending money on rubberized asphalt. Chairman Ellis thanked Ms. Kruck for her comments.

Frank Fairbanks joined the meeting and replaced Norris Nordvold.

Chairman Ellis recognized public comment from Dianne Post, from the Arizona Coalition Against Domestic Violence, who stated that she lives near freeways. To do something about freeway noise is not negative, but there are higher priorities. Ms. Post stated that she was told that \$34 million is a small amount of money, but this is ten times what the state spends on domestic violence. Ms. Post stated that when she hears money can be taken from other places, this tells her that money is available. She stated that the money would be better spent on human services needs. Ms. Post proposed that a government waiver be drafted that would shift funds to human services for use on such services as Dial-a-Ride, Wheels to Work, and bus passes for students, elderly, and low income persons. She stated that more creative options are needed and leadership needs to be shown. Chairman Ellis thanked Ms. Post for her comments.

Chairman Ellis recognized public comment from Mr. Ryan, who stated that all have budget problems. Then you have cost reductions to all accounts. Mr. Ryan referred to The Arizona Republic article that Phoenix Sky Harbor Airport is spending \$66 million converting its asphalt runway to concrete to increase its life and save money. He commented how concrete will last 25 to 30 years in colder parts of the country, so it may last longer here. When you take a new freeway and resurface it with rubberized asphalt, that's fat. Mr. Ryan commented on areas developing after a freeway has been built. Why spend money for those who make the choice to move next to a freeway? Mr. Ryan urged going back to highway staff and see where costs could

be cut. Don't cut park and ride lots to put in rubberized asphalt. He commented that asphalt is quieter because it is porous, and it could fill up with dust and oil. Mr. Ryan commented that the effects of rubberized asphalt may lessen over time as it deteriorates. Answers are needed to these questions, not just say that people are complaining. Chairman Ellis thanked Mr. Ryan for his comments.

Chairman Ellis recognized public comment from Nicole Winiecki, who stated that she resides by Loop 202. She expressed her opposition to rubberized asphalt, because there is a better use for the money, especially in light of the State's budget crisis. Ms. Winiecki stated that many residents need transportation assistance. If \$34 million is not a big amount to ADOT, it is a big amount to social services agencies. Ms. Winiecki expressed that she hoped that the money would be used to help people out, and not used for cosmetic repairs. Chairman Ellis thanked Ms. Winiecki for her comments.

Chairman Ellis asked staff to clarify eligibility or restrictions of funds for non-transportation uses. Mr. Anderson explained that there are funds that have to be used for transportation purposes, some of which do fund human services transportation programs. He added that these programs go through the transportation planning process. Mr. Anderson stated that transportation funds cannot be transferred to non-transportation purposes.

Chairman Ellis asked if any studies on noise reduction and health impacts had been conducted. Mr. Eaton stated that as rubberized asphalt got more use, noise benefits were realized. ADOT used this as a demo project and tested both old and newly surfaced roads. Mr. Eaton stated that ADOT believes that a three to six or seven decibel reduction can be realized from rubberized asphalt. He added that they are being conservative on the sound analysis, and are using a three to four decibel reduction as a starting point. Mr. Eaton stated that he was unaware of health impact tests. He described that the rubber is not in a loose form, but mixed with asphalt so that it does not crumble. Mr. Eaton emphasized that the pavement structure is still there.

Todd Hileman asked about maintenance cost impacts over the next 20 years. Mr. Anderson replied that the rubberized asphalt will likely have to be repaired in 10 to 15 years. He added that our program may be picking up savings on noise wall heights. Mr. Anderson explained how noise walls have a tendency to deflect noise, whereas rubberized asphalt reduces the noise generated.

Mr. Dille asked if there was validity to Mr. Ryan's comments that rubberized asphalt's benefits would lessen over time? Mr. Eaton replied that the material will wear and condense to some degree over time, but the smoothness will be better than concrete. He commented on the noise reduction benefits. Mr. Eaton stated that ADOT will continue to study the data in this demo project with FHWA.

Chairman Ellis stated that cities are interested in the rubberized asphalt option because of the high cost of sound walls. This is an affordable option to get at the sound problem.

Jan Dolan, who is Chair of the TRC, commented that while this issue has been handed to the Management Committee, the TRC was briefed prior to the Governor's press release. She stated that the TRC was interested in rubberized asphalt happening. Ms. Dolan stated that the City of Scottsdale has used rubberized asphalt on their streets for years. It is shown to have an impact on noise reduction. She added that they conducted a small experiment on Loop 101, and the

difference in noise was dramatic. Ms. Dolan stated her strong support for rubberized asphalt. It is a quality of life issue. She stated that homes have been in existence before the freeway was built. Ms. Dolan stated that approving rubberized asphalt is the easy part—the hard part will be determining where and when. She encouraged all to be open minded and start the project at ground zero to come up with when and where the installation will happen first.

Horatio Skeete stated his support, but had a dilemma with taking money from park and ride lots. He added that we need the TRC to develop a plan where and when installation will take place so there is an organized systemwide plan.

Chairman Ellis asked the next steps. Mr. Eaton responded that ADOT will be reviewing the original proposed plan, which was very general, to determine where the most benefit will be gained. ADOT will then submit their findings to MAG staff and the TRC to identify the specific projects. The TRC recommendation would then be brought back to the Management Committee.

Stuart Brackney asked the number of miles that could be surfaced with \$34 million. Mr. Eaton replied that based on a six-lane cross section, 115 miles could be surfaced. Mr. Eaton added that once the priorities have been established, more precise costs could be given.

Donna Dreska moved to recommend approving the material change to the Regional Freeway Program and amending the FY 2003-2007 MAG Transportation Improvement Program to provide \$34 million to ADOT for rubberized asphalt as shown in the attached tables. Ms. Dolan seconded, and the motion carried, with Mr. Skeete abstaining.

8. Grand Avenue Northwest Corridor Study - SR 303L to SR 101L

Dave French, URS Corporation, gave a presentation on the Grand Avenue Northwest Corridor Study, which was conducted to identify potential multi-modal improvements to the section of Grand Avenue between Loops 101 and 303. Mr. French stated that the ultimate concept for Grand Avenue between Loops 101 and 303 is an enhanced arterial/limited expressway. Improvements recommended for Grand Avenue include widening to six lanes, adding turn lanes at selected intersections, extending the ITS Smart Corridor to Loop 303, conducting a signal timing study, evaluating railroad crossings, placing guardrails or barriers along the drainage channel, and landscaping and lighting. In addition, the recommendations also include transit, bicycle, pedestrian, and electric cart improvements. Mr. French commented that potential grade separations could be implemented at Grand Avenue intersections with Meeker/Reems Road, El Mirage Road (and extension), and 103rd Avenue. Chairman Ellis thanked Mr. French for his report and asked if there were questions or comments.

Mr. Pupo suggested that design alternatives to the drainage canal that parallels Grand Avenue also be considered.

Chairman Ellis recognized public comment from Mr. Ryan, who commented that there is a lot of traffic on Meeker and Grand. He estimated the distance between the railroad and Grand to be 30 to 40 feet, noting that a grade separation would be difficult to do at this location. Mr. Ryan referred to the overpass at Indian School Road, stating that it was a good deal for those on Indian School Road but does nothing for signal timing. Mr. Ryan commented on having an intermodal terminal for the intersection at Loop 303. He commented that the Casa Grande

Resolves was an agreement for a multi-modal plan, but this shows there is no place for an intermodal terminal. Mr. Ryan also referred to page one of his document listing comments on several items, and stated that the agency consultant budget was exceeded by \$719,000. He added that in hard times, consultants should not be allowed to go over budget, as we all pay for it. Chairman Ellis thanked Mr. Ryan for his comments.

Mr. Pupo moved to recommend accepting the report and its recommendations, including designation of Grand Avenue between Loop 101 and 303 as an “enhanced arterial/limited expressway,” for consideration and analysis as needed in the MAG Northwest Area Transportation Study and the Regional Transportation Plan. Mr. Hutchinson seconded, and the motion carried unanimously.

9. TEA-21 Reauthorization Update

Tom Remes stated that a draft resolution regarding TEA-21 reauthorization was at each place. Mr. Remes stated that MAG staff has been meeting with ADOT, Valley Metro and other transportation planning agencies. This resolution reflects some consensus comments on a set of guiding principles. Mr. Remes stated that the thinking is that with more unity and a clear message, the region and state would be better off in the legislation. Mr. Remes noted that the last page of the draft resolution contained potential reauthorization projects that can be submitted for earmarks in the reauthorization bill if desired. He noted that the draft resolution was on the agenda for review and input with possible action at next month's meeting.

10. 2005 Population Options Status Report

George Pettit stated that the Management Committee established a Subcommittee to explore options for obtaining 2005 population figures for the distribution of state-shared revenues. He noted that a revised timeline was at each place. Mr. Pettit stated that a decision is needed shortly on a financial commitment. He noted that the Subcommittee has committed to moving toward a more regional choice. Mr. Pettit stated that the survey is less costly than a special census. He noted that if all are in together, federal highway funds could be used. Mr. Pettit commented that we need to work with the state legislature immediately if a survey is to be done. He added that state legislation needed to be passed that would allow a survey to be used to distribute state shared revenue. He commented that efforts are underway to get an updated survey cost based on a more accurate sampling technique. He indicated that if legislation were not passed, then efforts to undertake a survey would be for naught. Mr. Pettit added that while the Census Bureau has given more time for making a decision on whether to pursue a special census, MAG members will need to decide during this budget cycle how to proceed.

Chairman Ellis asked about the steps in the legislation process. Mr. Pettit replied that the Intergovernmental Representatives are in the process of drafting legislation in concert with the League of Arizona Cities and Towns. Mr. Pettit stated that it is important to speak with a collective voice to get the legislation passed. Chairman Ellis encouraged Committee representatives to convey to their Councils the importance of supporting such legislation.

Mr. Fairbanks expressed grave doubts on the ability of a survey to count the hard-to-count populations. He stated that information he had seen said that the survey size for Phoenix would be the same size as a community one-twentieth the size of Phoenix. Mr. Fairbanks stated that

he worried that many of those who are in desperate need of services might go uncounted. He stated that because he had grave concerns, he would urge his Council to not support a state law change until it was assured that each citizen would have the opportunity to be counted. Mr. Fairbanks stated that he would not want to do a survey until he could be sure that the underserved citizens would be counted as well as the middle class is counted.

Mr. Smith suggested that the survey for Phoenix could be split into five segments, and this could option could help with Mr. Fairbanks' concerns about Phoenix having the same survey size as smaller communities. This would recognize the needs of Phoenix that has a large immigrant population. Mr. Smith added that more information is needed from the Census Bureau on costs.

Mr. Pettit stated that the Subcommittee is working on the sampling issue to improve accuracy and completeness. He commented that even a census does not always give complete and accurate information, and the Subcommittee is trying to balance those concerns with a survey. Mr. Pettit indicated that more information would probably be available at the next meeting.

Chairman Ellis asked about payment with federal funds for a survey. Mr. Pettit responded that the \$3.5 million cost of the survey was the total cost and that \$1.75 million of the cost could be covered by FHWA funds. Mr. Pettit commented that a survey would cost approximately \$3 to \$4 per head, whereas a special census could cost \$10 to \$11 per head.

Mr. Pettit replied that the dilemma was timing. He said that the Intergovernmental Representatives had been discussing this and it is anticipated they will be coming back with recommendations. He added that if there is not a regional solution, each city will pursue their own option including contracting for a Special Census on their own.

Mr. Fairbanks commented that Phoenix lost more than \$7 million per year after the 2000 census. For Phoenix, getting an accurate count may cost the City \$30 million a year.

Steve Olson replaced Jan Dolan.

11. Draft Continuum of Care Regional Plan to End Homelessness

Charlene Moran Flaherty gave a presentation on the draft Continuum of Care Regional Plan to End Homelessness. In December 1999, the Regional Council accepted the request by HUD to assume responsibility for a regional funding application and to convene a community-wide group to develop a county-wide plan to address homelessness. Ms. Flaherty stated that a policy level committee was formed, the Continuum of Care Regional Committee on Homelessness. Working subcommittees were established to focus on the principal tasks of the regional effort. Ms. Flaherty stated that there approximately 12,000 homeless in the region, and 1,200 of those are chronically homeless. She noted that as a part of this year's HUD application, the Continuum of Care developed a regional homeless plan, *The Regional Plan to End Homelessness*, which will be used as a blueprint in working to end homelessness in every community. Ms. Flaherty stated that the MAG region received a \$10 million grant this year, which is \$8 million more than last year.

Chairman Ellis asked how the homeless total had been determined. Ms. Flaherty explained that the method of street and shelter counters was used. She added that 12,000 is a conservative estimate.

Mr. Brackney asked about the \$10 million grant. Ms. Flaherty responded that the grant was submitted by the Continuum of Care to be used for specific projects. The Committee has a rating and ranking system, and the money must be in the program within the year. Ms. Flaherty stated that the Continuum of Care is a HUD-required collaborative body of elected officials, non-profit, and faith-based representatives.

Steve Olson commented on the exceptional work done by the Committee and staff. This is a plan that could take the homeless and put them into a survivable environment. Mr. Olson stated that their work inspires pride. He added that the Homeless Plan is supported by the City of Scottsdale.

Shannon Wilhelmsen asked the capacity of the 32 detoxification beds. Ms. Flaherty stated that in the past, the focus was on providing emergency services for these people. We are now working away from that toward stabilization. Chairman Ellis thanked Ms. Flaherty for her report.

12. Preliminary Discussion of the Development of the FY 2004 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough gave a report on the preliminary development of the FY 2004 MAG Unified Planning Work Program and Annual Budget. She stated that in order to provide an earlier start in developing the Work Program and Budget, a draft time line was developed that recommends providing information earlier, review of the Work Program and Budget in March, and final review in May. Ms. Kimbrough stated that a summary budget document of the Work Program and Budget is being proposed. She explained the dues and assessments calculations for FY 2004, and stated that incremental reviews of the budget would be given as it develops. Chairman Ellis thanked Ms. Kimbrough for her report.

The Committee having no questions, Chairman Ellis recognized public comment from Mr. Ryan, who commented that you cannot solve problems, such as homelessness, with an inappropriate foundation. He stated that you see numbers of homeless hitchhiking along the highway in the fall. People will come here in the winter because it is warm. Mr. Ryan commented on problems associated with hard to count population groups. He commented on having alternative ways of taking a census and how much those alternatives will cost. Do the budget for the long term. Chairman Ellis thanked Mr. Ryan for his comments.

13. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Pupo informed members that Al DeShazo, Surprise Assistant City Manager, has been hospitalized in intensive care since December 18th. He noted that his condition is very grave and asked all to keep Mr. DeShazo in their thoughts and prayers.

Mr. Hoffman stated that he would provide details on Mr. McNulty's memorial service to members when they are known.

Chairman Ellis provided an update on the search for the Executive Director. He stated that a reception was held December 19th at the Hyatt, followed by interviews of the four finalists on December 20th. Chairman Ellis stated that the Executive Committee has settled on a finalist and they have been in discussions with the individual. Wrap up of the process is anticipated within the next few days. Chairman Ellis stated that the Executive Committee will meet on January 17th to take action, then the Regional Council will meet on January 29th for ratification. He added that he could not provide more detail at this time because of Executive Session guidelines.

There being no further business, the meeting adjourned at 1:50 p.m.

Chairman

Secretary